



**California Walks**

Stepping Up for Health, Equity, & Sustainability

# Crafting a Strategic Framework to Increase Walkability in California

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Caltrans Active Transportation & Livable Communities Advisory Group

May 21, 2015



Photo Credit: Santa Monica Spoke



Photo Credit: Tony Dang

[www.californiawalks.org](http://www.californiawalks.org)



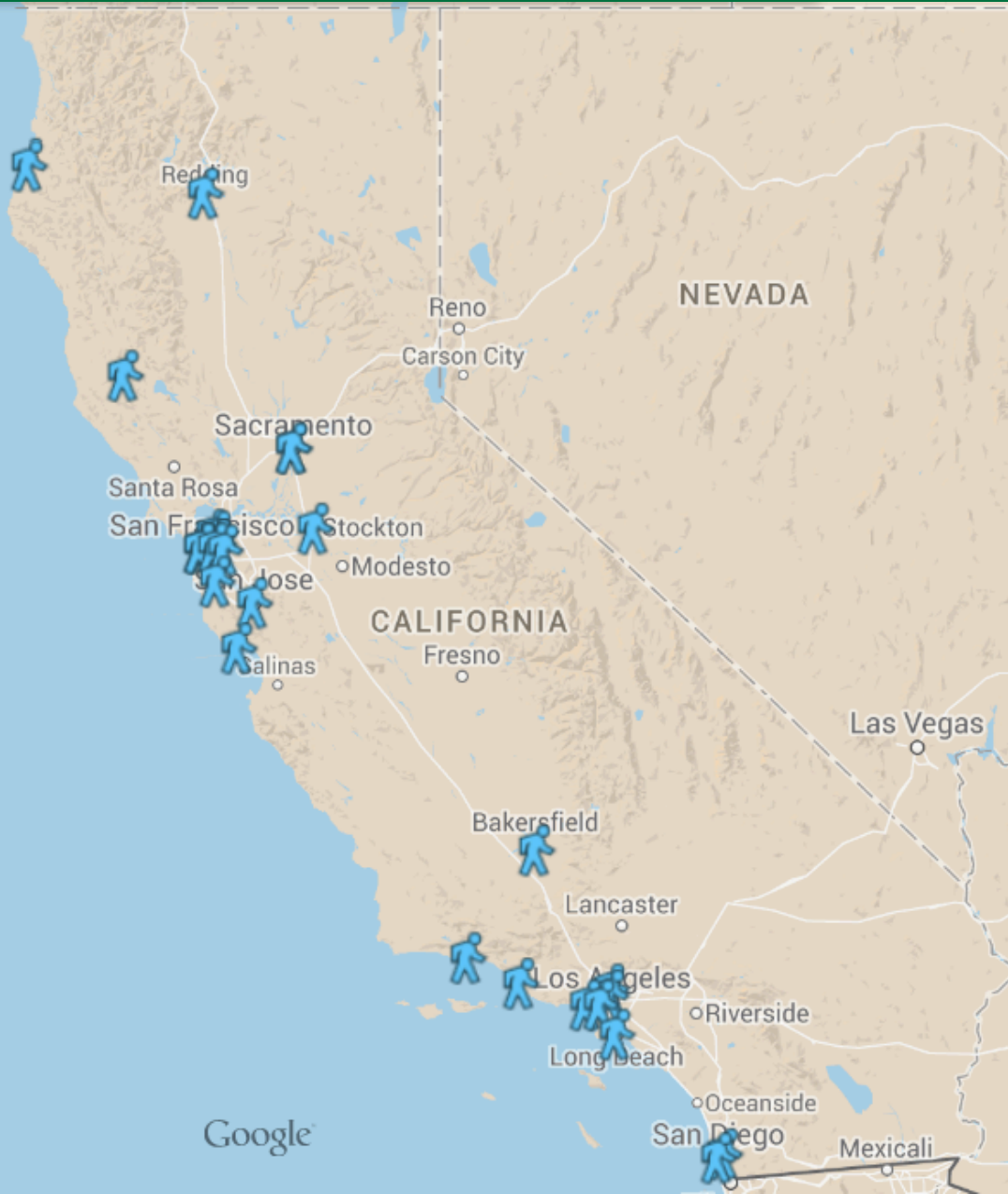
@CaliforniaWalks

# Our Mission



**California Walks is the statewide voice for pedestrian safety & healthy, walkable communities for people of all ages & abilities.**

# Our Network

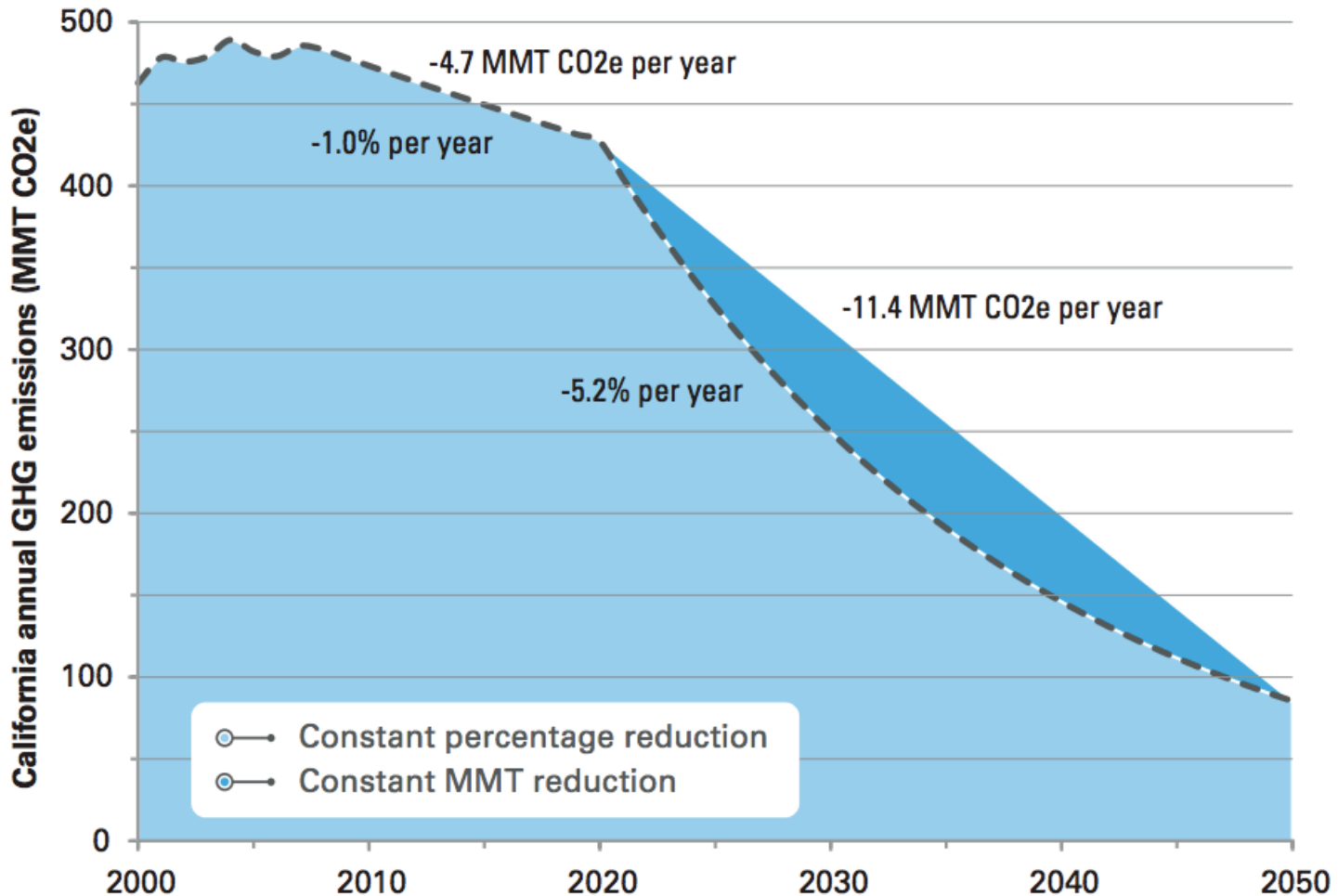


**28 dedicated  
local walk  
advocacy  
groups &  
GROWING!**

# Need for a Framework

## State Climate Change Goals

Pre-2020 and Post-2020 emissions trajectories



Source: California Air Resources Board, "First Update to the Climate Change Scoping Plan," May 2014

# Development Process

**Summer 2014**

Diverse Steering Committee Developed  
Draft Framework & Summit Agenda



**Fall 2014**

2-Day Action Planning Summit



**Winter 2015**

Framework adopted by Cal Walks Board



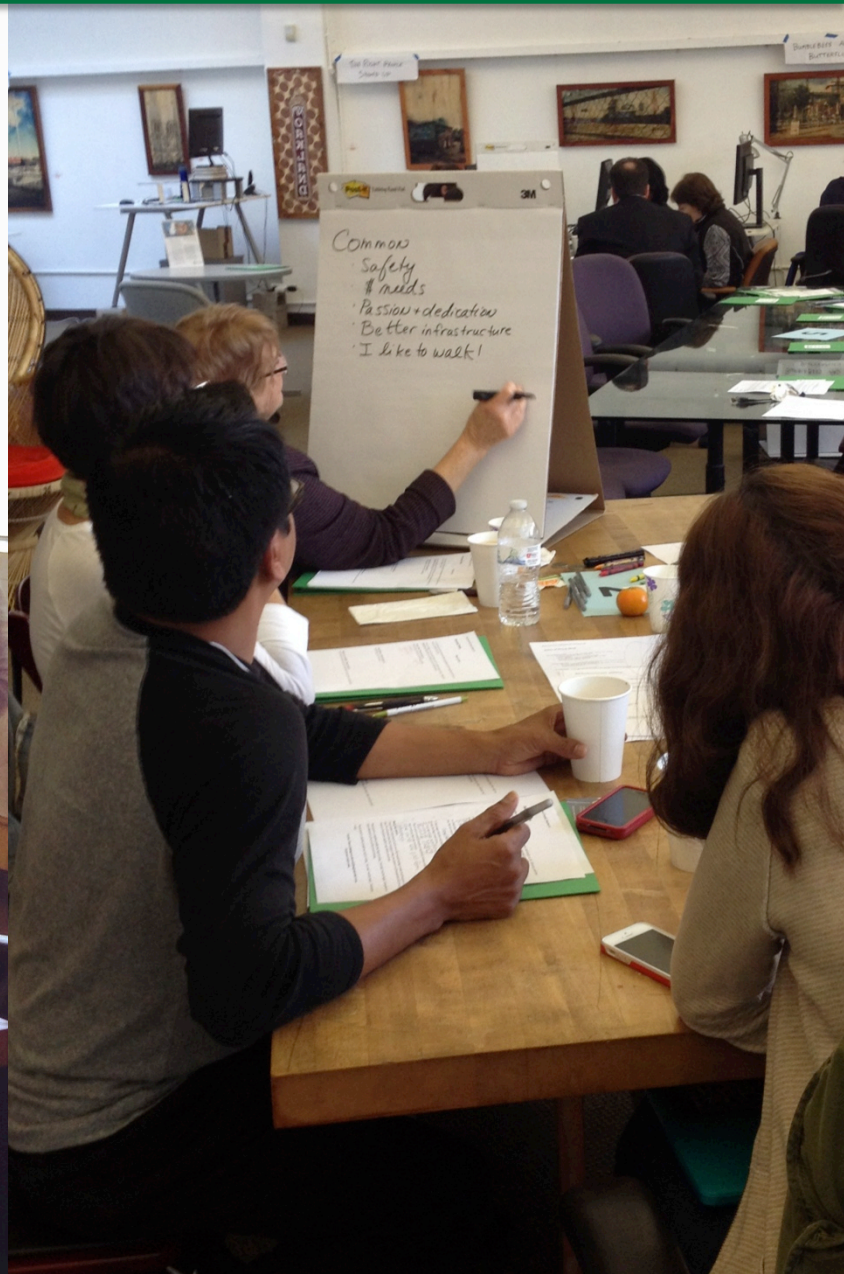
**Spring 2015 & Beyond**

Endorsements & Implementation!

# Steering Committee

- Represented different parts of state
  - North Coast
  - Central Coast
  - Bay Area
  - San Diego
  - Los Angeles Area
  - Central Valley
  - Sacramento Area
- Different organizational emphasis areas
  - Walking
  - Biking
  - Social Equity
  - Public Health

# Action Planning Summit



# Action Planning Summit

- Diverse Participants from:
  - North State
  - Central Coast
  - Bay Area
  - San Diego
  - Southern California
  - Central Valley
  - Sacramento Area
  - State Agencies
  - Health Care
  - Advocacy Organizations
  - Private Sector
  - Public Health
  - Local Elected Office

# Framework Vision

## 2025 Vision

Walking in every California community is safe, convenient, & accessible, and transportation investments prioritize the creation of vibrant, healthy, equitable, sustainable, safe & walkable places with complete streets.

# Strategic Framework

## Mode Share Goals

By 2020:

- a) Double number of trips taken on foot;
- b) Double number of walk to school trips; and
- c) Every Californian spends 30 minutes walking per day

## Investment Goals\*

By 2020:

- a) Triple funding of the Active Transportation Program;
- b) Increase investments in walking infrastructure;
- c) Increase investments in safety education & enforcement; and
- d) Increase regional transportation investments in walking infrastructure & programs.

## 2025 Vision

Walking in every California community is safe, convenient, & accessible, and transportation investments prioritize the creation of vibrant, healthy, equitable, sustainable, safe & walkable places with complete streets.

## Safety Goals

By 2016:

- a) California adopts Vision Zero policy to eliminate all traffic fatalities within 10 years;

- b) California establishes State Vision Zero Task Force;

By 2020:

- c) At least 10 communities adopt local Vision Zero policies to eliminate all traffic fatalities within 10 years;
- d) Update design & enforcement standards to establish speeds safe for people walking; and
- e) Incorporate mobility education throughout California's school curriculum.

## Equity Goals

By 2020:

- a) Invest at least 50% of each Active Transportation Program cycle in disadvantaged communities;
- b) Reduce pedestrian fatalities and serious injuries in low-income communities and communities of color by 50%;
- c) Reduce child and senior pedestrian fatalities and serious injuries by 50%; and
- d) Retain diversity of communities as they become more walkable.

\*Investment goals to equal, at a minimum, pedestrian fatality and serious injury rates and/or mode share

# Strategic Framework

## Endorsements To Date:

- 8-80 Cities
- California Alliance for Retired Americans
- California Public Health Association-North
- California Walks
- Circulate San Diego
- City of Rancho Cordova
- Crenshaw Walks
- Humboldt Partnership for Active Living
- Los Angeles Walks
- Pathways to Right-of-Ways
- SF Bay Walks
- Shasta Living Streets
- Walk San Francisco

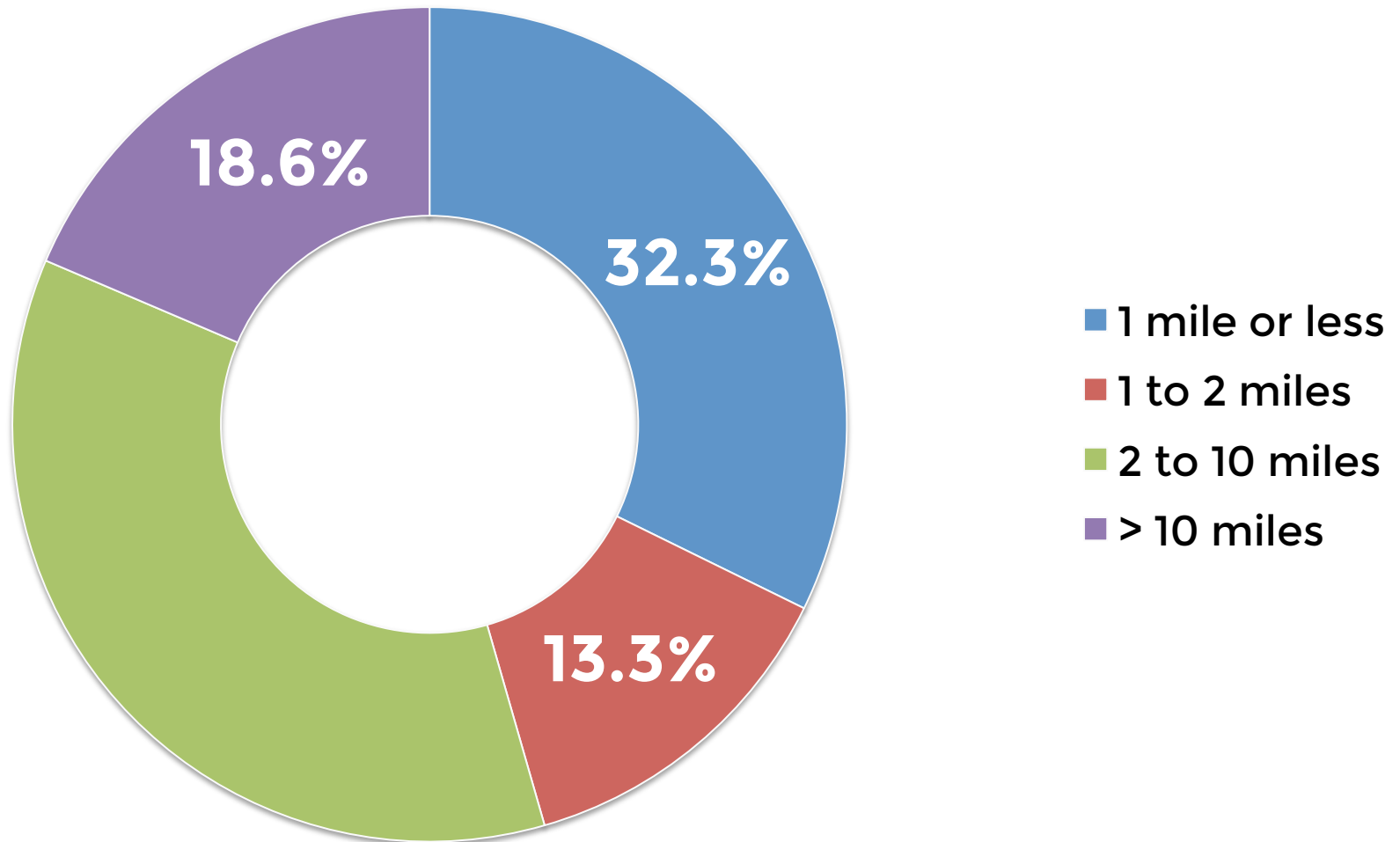
# Mode Share

By 2020:

- a) Double number of trips taken on foot;
- b) Double number of walk to school trips;  
and
- c) Every Californian spends 30 minutes walking per day.

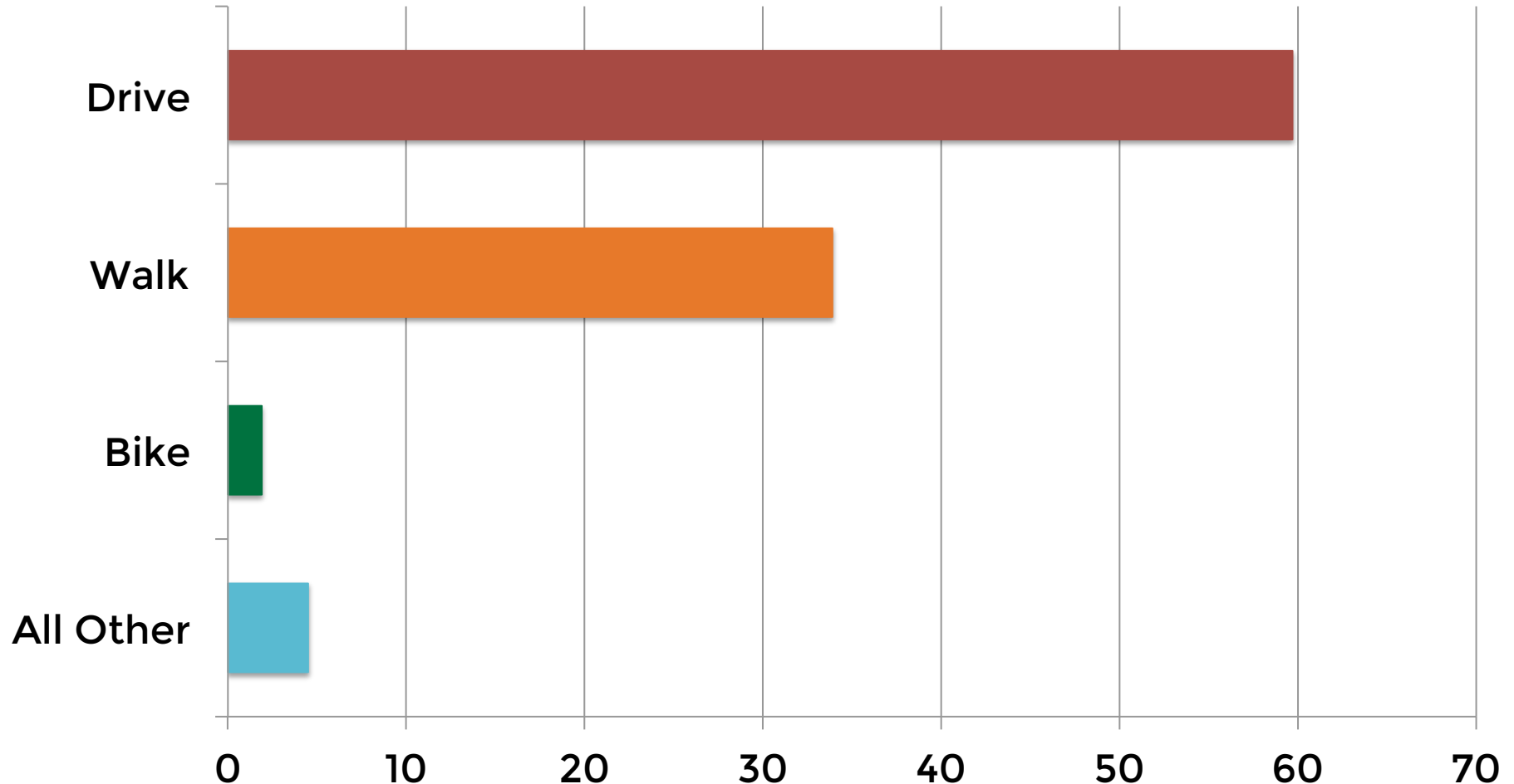
# Potential for Mode Shift

## Person Trips in California



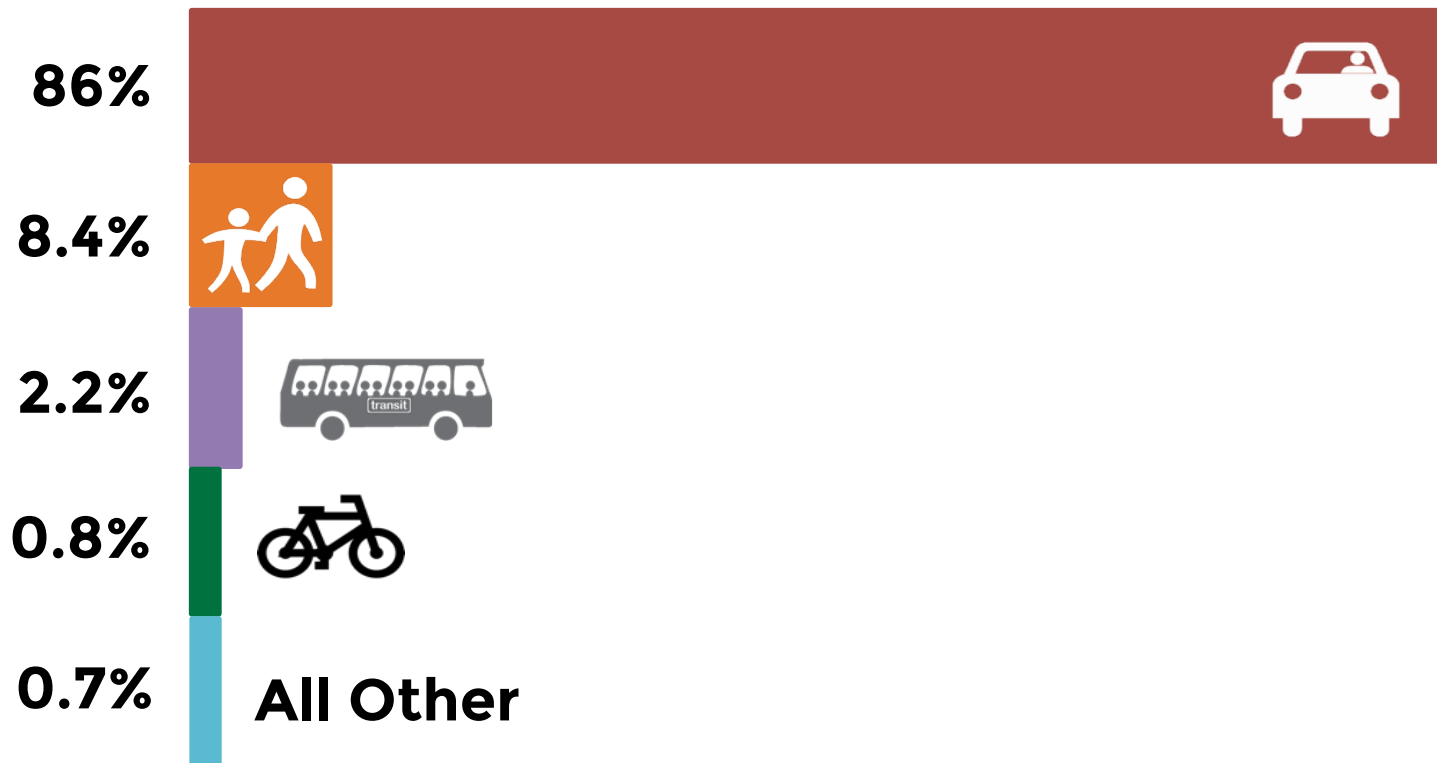
# Potential for Mode Shift

## Trips Less than 1 Mile



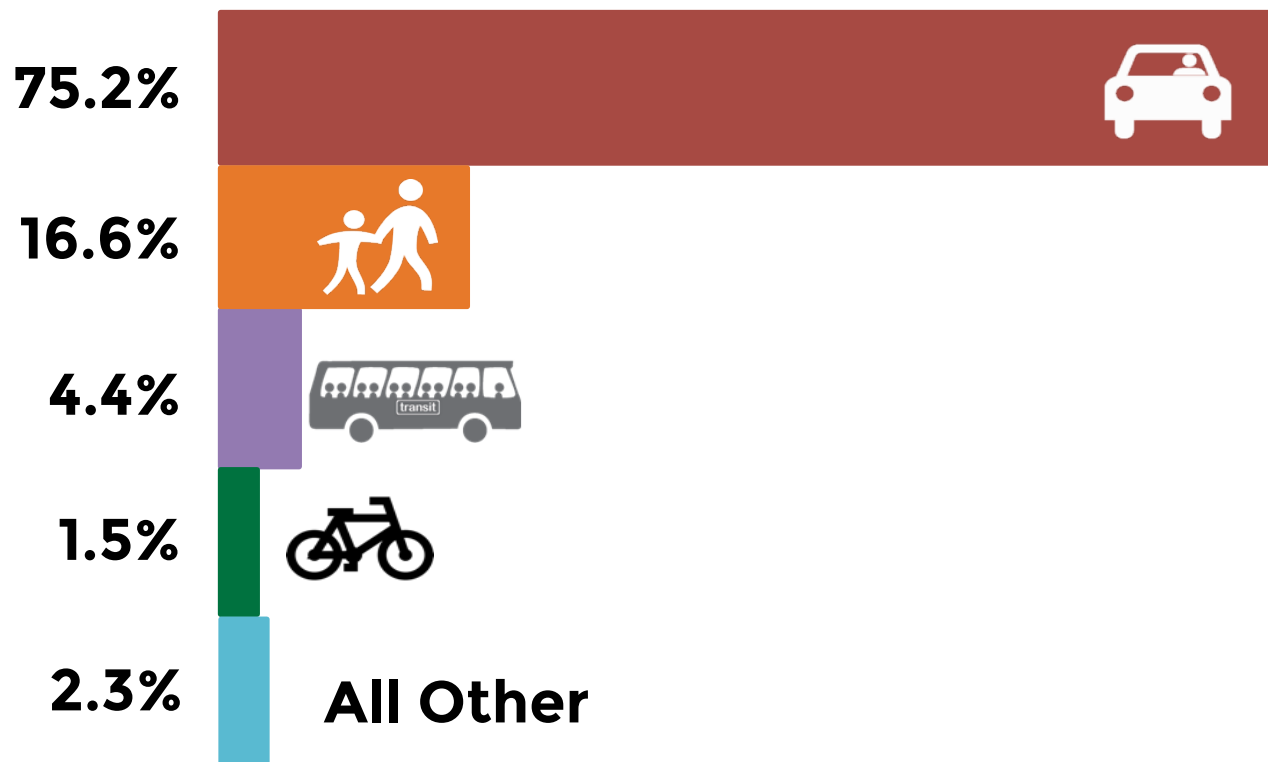
# Californians More Active!

## 2000 Mode Share



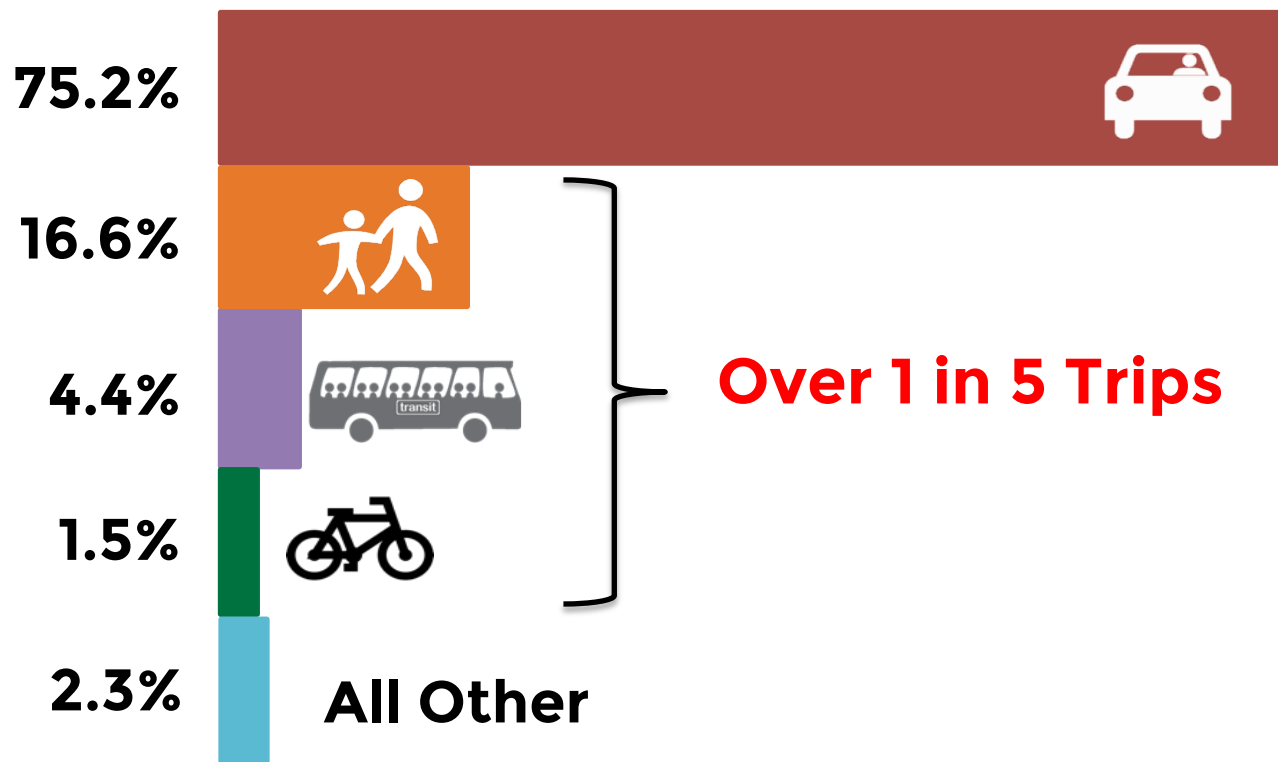
# Californians More Active!

## 2010-12 Mode Share



# Californians More Active!

## 2010-12 Mode Share



# Alignment w/ State Goals

## Let's Get Healthy California Task Force Final Report

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December 19, 2012



# Safety

By 2016:

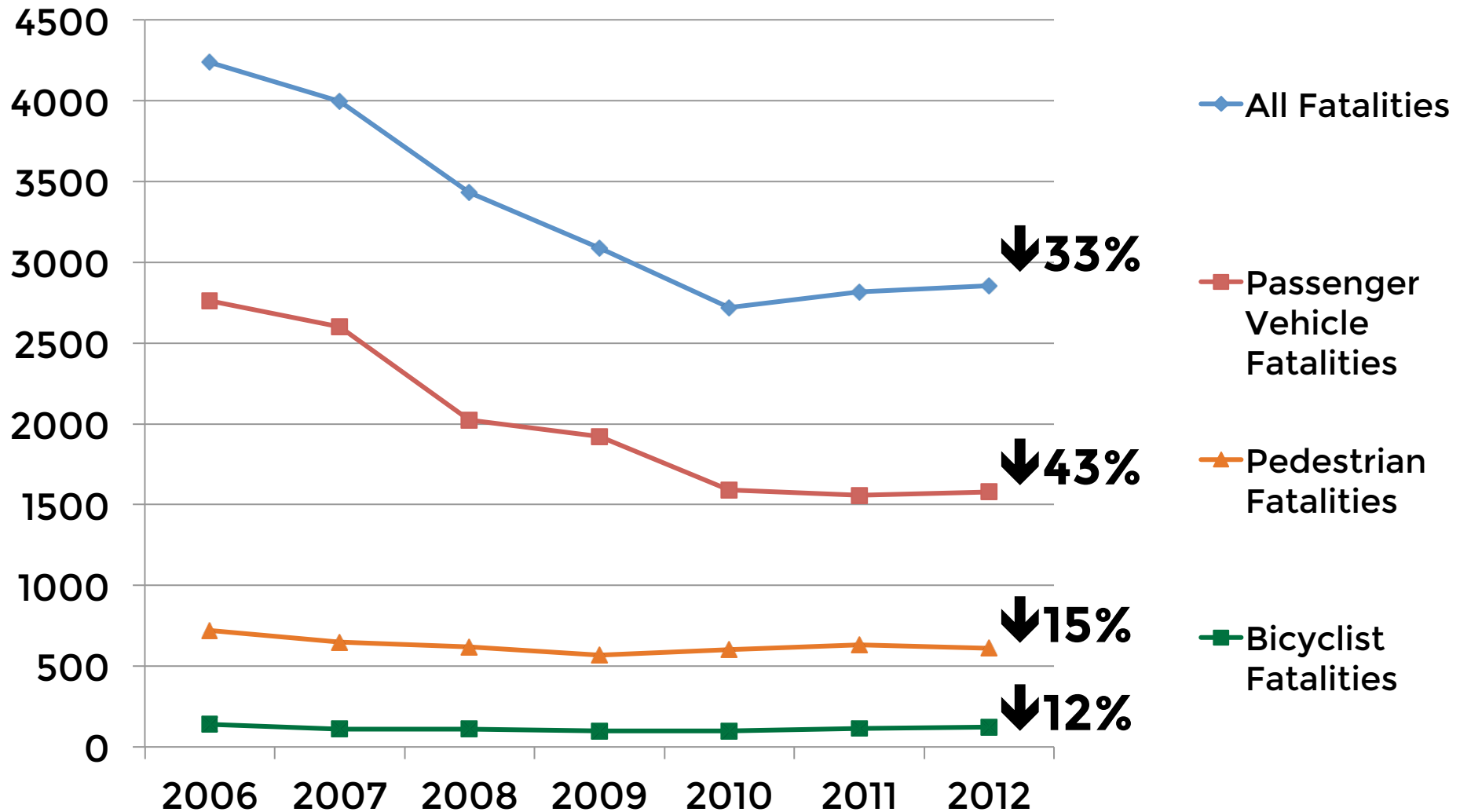
- a) California adopts Vision Zero policy to eliminate all traffic fatalities within 10 years;
- b) California establishes State Vision Zero Task Force;

By 2020:

- c) At least 10 communities adopt local Vision Zero policies to eliminate all traffic fatalities within 10 years;

# Pedestrians At Greater Risk

## California Traffic Fatality Trends (2006-2012)



# Adopted Vision Zero Policies

– San Francisco



– Los Angeles



GOALS  
& STRATEGIES

Eliminate  
traffic fatalities  
in Los Angeles  
by 2025.

– San José



– San Mateo



# Vision Zero Campaigns

## – Sacramento



## – San Francisco



## – San Diego



## – San José



## – Santa Barbara



## – Los Angeles



# Safety

By 2020:

d) Update design & enforcement standards to establish speeds safe for people walking; and

e) Incorporate mobility education throughout California's school curriculum.

# Investment

By 2020:

- a) Triple funding of the Active Transportation Program;
- b) Increase investments in walking infrastructure;
- c) Increase investments in safety education & enforcement; and
- d) Increase regional transportation investments in walking infrastructure & programs.

# Investment Opportunities

- **Dedicated Investments from:**
  - Active Transportation Program
  - Regional Transportation Plans / Sustainable Communities Strategies
  - Strategic Highway Safety Plan (SHSP)
  - Office of Traffic Safety (OTS), Sec. 402 Funds
- **Integrating Pedestrian Safety & Complete Streets**
  - SHOPP, HSIP, STIP
  - Greenhouse Gas Reduction Fund Programs
  - Local Capital Improvement Programs (CIP)

# 2015 ATP Campaign

- Over **120 organizations** and nearly **700 individuals** have signed on to date

## 3 Key Asks

- **Increase ATP** by \$100 million
- **Integrate green infrastructure** to maximize GHG reductions and health/equity co-benefits
- Ensure substantial ATP investments in **meaningful benefits to disadvantaged communities**



### Expand the Active Transportation Program to Meet Climate Goals by Creating Healthy Vibrant Communities

#### The Opportunity

Despite minimal state investments --less than 2% of the transportation budget--, **nearly 1 in 5 trips in California are now on foot or by bike.**<sup>1</sup> The State has a tremendous opportunity to again double walking and bicycling trips by 2030 by making strategic investments to shift car trips that are less than one mile, which account for an additional one-fifth of all trips.<sup>11</sup> This would reduce congestion, carbon emissions, and poor air quality in our neighborhoods, and ultimately contribute to achieving our state climate goals. Walking and bicycling improvements are the most cost-effective projects for reducing greenhouse gas emissions:<sup>12</sup> shifting trips under one mile from driving to active transportation would **avoid approximately 1.3 million tons of greenhouse gas emissions**<sup>13</sup>.

Moreover, increased active transportation investments help the state achieve AB 32 co-benefits by providing healthy, safe, and connected transportation choices for all Californians. Investing through the state Active Transportation Program would **prioritize low-income communities and communities of color who disproportionately suffer from traffic violence, inadequate infrastructure, and lack of access to green or open space.** Low-income communities of color in Los Angeles County, for example, lack safe sidewalks and bikeways and green space, with less than 2 acres of park land per 1000 residents.<sup>14</sup> Without this critical infrastructure, LA County residents experience a 39 percent rate of walking and bicycling roadway fatalities<sup>15</sup>, and a high childhood obesity rate of 23 percent.<sup>16</sup> By pairing green infrastructure with active transportation, the state can maximize its climate change investments: improving the quality of the community environment, improving public health through increased active transportation and recreation opportunities, and providing significant heat mitigation, air quality, and carbon sequestration benefits.

*Despite the overwhelming opportunity presented by active transportation, the state Active Transportation Program (ATP) is critically underfunded and under-resourced, with **nearly \$800 million in shovel-ready** walking, bicycling and Safe Routes to School projects and programs left unfunded in last year's ATP Cycle.*

**[bit.ly/IncreaseATP](http://bit.ly/IncreaseATP)**

# Equity

By 2020:

a) Invest at least 50% of each Active Transportation Program cycle in disadvantaged communities;

# Disadvantaged Communities



Photo Credits: Tony Dang

# Disadvantaged Communities



Photo Credits: Tony Dang

# ATP Cycle 1

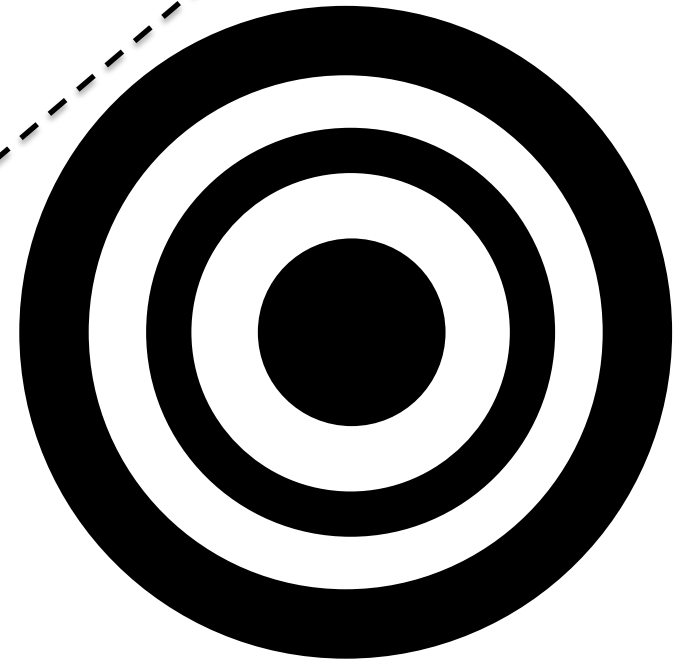
## Disadvantaged Communities Target

Target:

**\$92 M**

**Exceeded!**

**\$311.3M**



# Equity

By 2020:

- b) Reduce pedestrian fatalities and serious injuries in low-income communities and communities of color by 50%;
- c) Reduce child and senior pedestrian fatalities and serious injuries by 50%;

# Equity & Pedestrian Safety

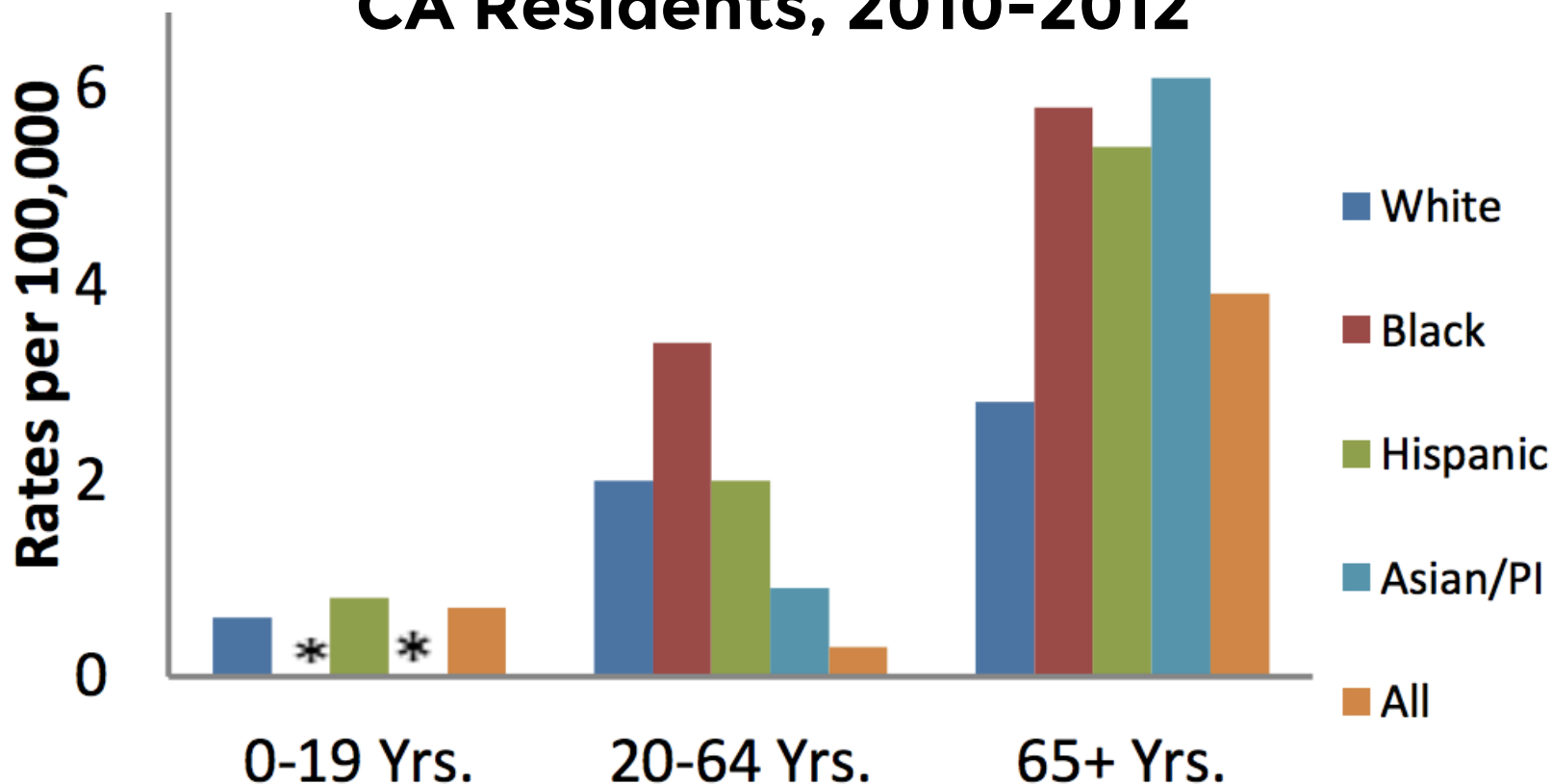
Census Tract Poverty Rate	2008-12 Deaths Per 100K
≤ 5%	3.8
>5-10%	5.5
>10-15%	7
>15-20%	8.3
>20-25%	9.9
>25-30%	11.2
>30%	12.6

Census Tract Per Capita Income	2008-12 Deaths Per 100K
High Income (\$31,356+)	5
Middle Income (\$21,559-\$31,355)	6.5
Low Income (Less than \$21,559)	10.4

Source: "Pedestrian Deaths in Poorer Neighborhoods Report," Governing, August 2014.  
Available at  
[www.governing.com/gov-data/pedestrian-deaths-poor-neighborhoods-report.html](http://www.governing.com/gov-data/pedestrian-deaths-poor-neighborhoods-report.html)

# Vulnerable Populations

## Fatal Pedestrian Injury Rates (by Race/Ethnicity & Age Group) CA Residents, 2010-2012

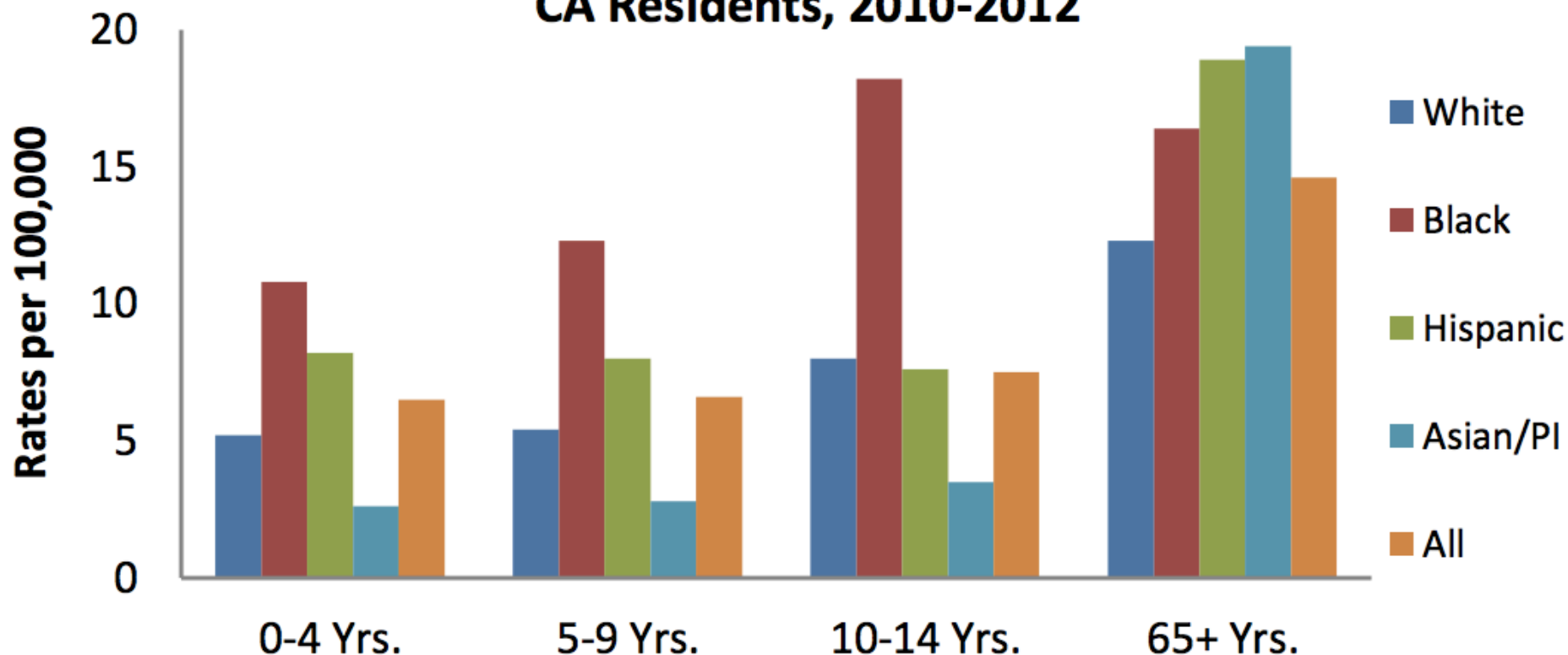


Source: CA Department of Public Health. Death Records

\*Rates not calculated for fewer than 20 deaths.

# Vulnerable Populations

**Figure 4. Non-Fatal Hospitalized Pedestrian Injury Rates by Race/Ethnicity and Select Age Groups, CA Residents, 2010-2012**



Source: CA Office of Statewide Planning and Development, Patient Discharge Data

Source: California Department of Public Health, *Pedestrian Injuries in California: Age and Race Difference*, Crash Medical Outcomes Data Project, September 2014. Available at [http://www.cdph.ca.gov/programs/Documents/California%20Pedestrian%20Injuries\\_Age%20and%20Race%20Differences.11.12.14.pdf](http://www.cdph.ca.gov/programs/Documents/California%20Pedestrian%20Injuries_Age%20and%20Race%20Differences.11.12.14.pdf)

# Equity

By 2020:

d) Retain diversity of communities as they become more walkable.

# Moving Forward

- Cal Walks Board Retreat May 22 to Develop Further Implementation Steps
- Cal Walks to Roll Out **Framework Action Teams** to Coordinate Actions on Each Goal Area
- Continued Collaboration w/ Agencies & Partners Across State



# Questions?

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